

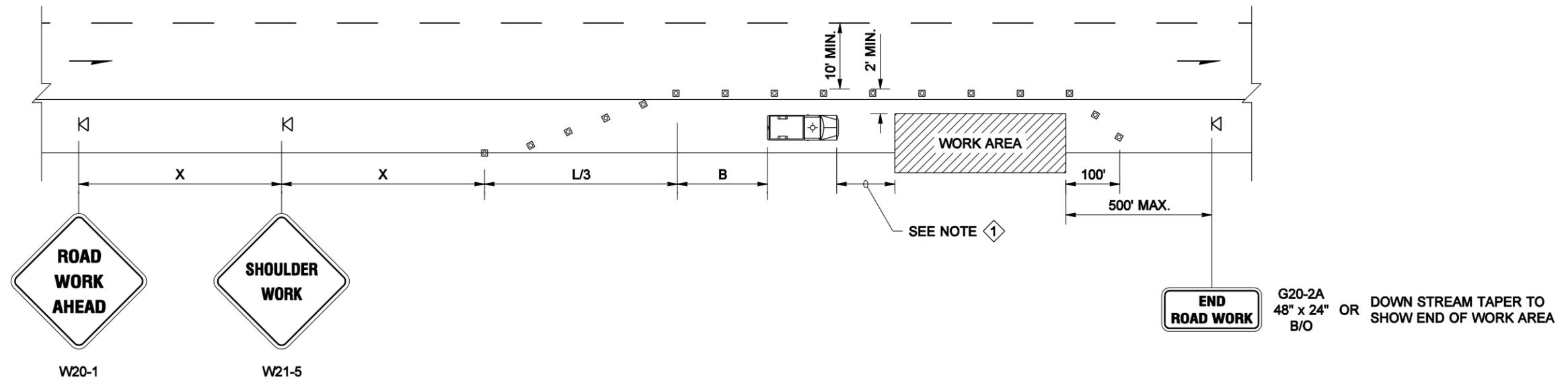
| BUFFER DATA   |   |     |     |     |    |    |    |                             |    |    |
|---|---|-----|-----|-----|----|----|----|-----------------------------|----|----|
| LONGITUDINAL BUFFER SPACE = B   |   |     |     |     |    |    |    |                             |    |    |
| SPEED (MPH)   | 25  | 30  | 35  | 40  | 45 | 50 | 55 | 60                          | 65 | 70 |
| LENGTH (FEET)   | 155   | 200 | 250 | 305 | -  | -  | -  | -                           | -  | -  |
| PROTECTIVE VEHICLE WITH TMA ROLL AHEAD DISTANCE   |   |     |     |     |    |    |    |                             |    |    |
| TYPICAL PROTECTIVE VEHICLE TYPE WITH TMA  | TYPICAL PROTECTIVE VEHICLE (WITH TMA) LOADED WEIGHT (LBS)   |     |     |     |    |    |    | STATIONARY OPERATION (FEET) |    |    |
| 4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.  | MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION) |     |     |     |    |    |    | 30 MIN.                     |    |    |
| ROLL AHEAD STOPPING DISTANCE ASSUMES DRY PAVEMENT   |   |     |     |     |    |    |    |                             |    |    |
| $\diamond$ A PROTECTIVE VEHICLE IS RECOMMENDED REGARDLESS IF A TMA IS AVAILABLE. IF NO TMA IS USED, THE PROTECTIVE VEHICLE SHALL BE STRATEGICALLY LOCATED IN THE FIELD TO SHIELD WORKERS AND NO ROLL AHEAD DISTANCE IS SPECIFIED. |   |     |     |     |    |    |    |                             |    |    |

| SIGN SPACING = X (FEET) ( 1 )  |                |           |
|--|----------------|-----------|
| RURAL ROADS & URBAN ARTERIALS  | 35 / 40 MPH    | 350'±     |
| RURAL ROADS, URBAN ARTERIALS<br>RESIDENTIAL & BUSINESS DISTRICTS     | 25 / 30 MPH    | 200'± (2) |
| URBAN STREETS  | 25 MPH OR LESS | 100'± (2) |
| ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED. |                |           |

| MINIMUM TAPER LENGTH = L (feet)  |                    |     |     |     |    |    |    |    |    |    |
|--|--------------------|-----|-----|-----|----|----|----|----|----|----|
| Shoulder Width (feet)  | Posted Speed (mph) |     |     |     |    |    |    |    |    |    |
|  | 25                 | 30  | 35  | 40  | 45 | 50 | 55 | 60 | 65 | 70 |
| 6  | 63                 | 90  | 123 | 165 | -  | -  | -  | -  | -  | -  |
| 8  | 84                 | 120 | 162 | 210 | -  | -  | -  | -  | -  | -  |
| 10   | 105                | 150 | 204 | 270 | -  | -  | -  | -  | -  | -  |
| 3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 6 FEET |                    |     |     |     |    |    |    |    |    |    |

- (1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.
- (2) This spacing may be reduced in urban areas to fit roadway conditions.

| CHANNELIZING DEVICE SPACING (FEET) |       |         |
|------------------------------------|-------|---------|
| MPH                                | TAPER | TANGENT |
| 35 / 40                            | 30    | 60      |
| 45 / 30                            | 20    | 40      |



**LEGEND**

- $\nabla$  SIGN LOCATION
- $\square$  CHANNELIZING DEVICES
- PROTECTIVE VEHICLE - RECOMMENDED

**NOTES**

1. Protective vehicle recommended - may be a work vehicle.
2. When used, device spacing for the downstream taper should be 20' O.C.

**SHOULDER CLOSURE - LOW SPEED  
TCP 5**

|               |   |            |    |              |      |                    |      |                             |                                |
|---------------|---|------------|----|--------------|------|--------------------|------|-----------------------------|--------------------------------|
| FILE NAME     | S:\Design R P& S\4-Standards\2-Plan Sheet Library\Work zone plans\WZ5.dgn | REGION NO. | 10 | STATE        | WASH | FED. AID PROJ. NO. |      |                             | <b>WZ-5</b><br>SHEET OF SHEETS |
| TIME          | 3:00:14 PM  | JOB NUMBER |    | CONTRACT NO. |      | LOCATION NO.       |      |                             |                                |
| DATE          | 4/28/2006   |            |    |              |      |                    |      | <b>TRAFFIC CONTROL PLAN</b> |                                |
| PLOTTED BY    | su jkam   |            |    |              |      |                    |      |                             |                                |
| DESIGNED BY   |   |            |    |              |      |                    |      |                             |                                |
| ENTERED BY    |   |            |    |              |      |                    |      |                             |                                |
| CHECKED BY    |   |            |    |              |      |                    |      |                             |                                |
| PROJ. ENGR.   |   |            |    |              |      |                    |      |                             |                                |
| REGIONAL ADM. |   | REVISION   |    | DATE         | BY   | P.E. STAMP BOX     | DATE |                             |                                |